

# AUTOMOBILES AND GOOD ROADS

## MIDLAND TRAIL OPEN TO TRAVEL

Famous Route at Last Gives  
Up Its Many Difficulties and  
Autos Can Make Trip.

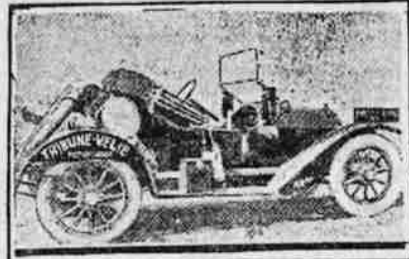
By W. D. RISHEL.

When the Pilot car, driven by Ray McNamara, stopped in front of the Hotel Utah on Friday evening, the Midland trail from Grand Junction, Colo., was officially opened. The Pilot car also holds the distinction of being the first automobile to come into Salt Lake from Grand Junction over the Midland trail on its own power. This route now opens a direct line between Salt Lake and Denver by way of western Colorado and eastern Utah for automobile travel, and is the result of four years' agitation for such a route. Its construction and completion as it now goes is due entirely to the enterprise and determination of the citizens of Price, Utah, and Grand Junction, Colo. These two towns forced the opening of the Midland trail, while the citizens of Price practically built many miles of

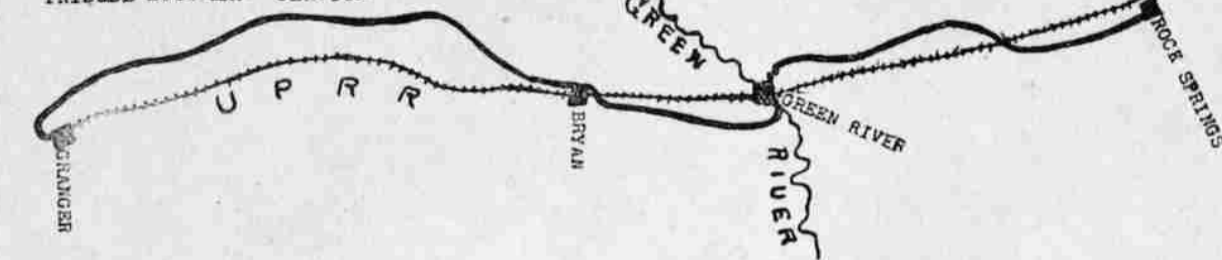
## DECLARES ROADS ARE NOW IN GOOD SHAPE

Manager G. V. Ballard of the Post-office garage has just returned home after a trip to Twin Falls, Ida. He reports the roads in that section of the country to be in excellent condition. The road builders have repaired many of the bad spots and put bridges over the worst washes, and in many places improved the grades. His running time between Twin Falls and Salt Lake was slightly under sixteen hours.

Mr. Ballard reports that automobile dealers in that section of the country now look upon Salt Lake as the center of the automobile industry of the west and send here for their heavy repair work. Ballard's shop now has a number of cars which have been sent down for overhauling and general repairing. He says that the repair part of the automobile business is going to be a big industry for Salt Lake in the future.



TRIBUNE AUTO MAP SERVICE



## Tribune Automobile Logs

### Granger, Wyo., to Rock Springs, Wyo., Log.

By W. D. RISHEL.

00.0 GRANGER.—(Note: A new road is to be built out of Granger in the near future, which will connect with this route after going under railroad arch at 2.9. At the time this route was logged work had not commenced on this cut-off.) Start west with the depot on the right, and at 3 of a mile cross railroad, stock yards on right after crossing railroad. Continue straight ahead, going north, and at

8 MAIN FORK.—Turn right going east. (Note: Road to left here goes to Opal.) 1.1 fork, keep left. 2.9 arch on railroad to right. (Note: New road will come in here.) 3.6 bad wash. 6.4 bridge. 8. bad gully. 9.1 top of hill. 12.7 Green river two hundred feet to right. Good place to camp. 20. Peru railroad station. Operator here. 20.1 cross railroad. 23.1 cross bridge. Forks immediately, but keep to right. 28. start down long hill. Sandy from 30.2 to 31.2. 31.9 forks, keep right. 32.4 forks, keep to left. 32.8 cross Green river. 33. turn right. Ball park on left. Follow along fence, and at 33.2 turn left. At 33.3 turn right, crossing railroad track at 33.4 railroad depot being on right. Turn around railroad depot, go one block, turn left. Hotel on left-hand corner at this turn. Go one block, turn right, going east, block, turn north, and then right again, following main traveled road, crossing railroad track at 33.7, now going around point of hill and follow a well-built macadam road. Speed up through here. Cross railroad at 44.4 and again at 46.8 and again at 46.9. Keep main road to right, and at

48. ROCK SPRINGS.—Public library here, gas, oil, hotels, general stores and garages.

### Unightly Face Spots

Are cured by Dr. Hobson's Eczema Ointment, which heals all skin eruptions. No matter how long you have been troubled by itching, burning or scaly skin humors, just put a little of that soothing antiseptic, Dr. Hobson's Eczema Ointment, on the sores and the suffering stops instantly. Healing begins that very minute. Doctors use it in their practice and recommend it. Mr. Alteman of Littleton, Pa., says: "Had eczema on forehead. Dr. Hobson's Eczema Ointment cured it in two weeks." Guaranteed to relieve or money refunded. All druggists, or by mail. Price 50c. Pfeiffer Chemical Co., Philadelphia and St. Louis. Recommended by Schramm-Johnson, Drugs. "The Never-Substituted" Five (5) good stores. (Advertisement.)

Yeomen, attention. Dance at Wadsworth Friday evening. Get tickets from J. Everett Seely. (Advertisement.)

### Just Ask the Users



MOTOR OILS  
ARE THE BEST

Made by a Factory With  
45 Years' Experience as

REFINERS

DEMAND VALVOLINE

VALVOLINE OIL CO.

SALT LAKE HARDWARE CO.  
DISTRIBUTOR.

### AUTOMATIC PUNCTURE STOP

For Automobile  
and  
Motorcycle Tires

Stops punctures, valve leaks and slow leaks. Guaranteed to do the work and not to injure tires. For prices or information phone or call on us. Phone Wasatch 4058.

A. S. MARTIN

STATE AGENT  
34 S. West Temple.

## No Need of Tire Trouble On Electric Cars

So far as electric pleasure cars are concerned, the problem of tires has been solved. Punctures, blowouts, dangerous skidding and tire repair bills can be forgotten.

You can go any place with your electric and stay as long as you please without the slightest fear of tire trouble.

All due to Motz Cushion Tires, now adopted by every leading maker of electric cars.

matic tire and cost a little more. But they are far less expensive in the end. Guaranteed 10,000 Miles. Each set is specifically guaranteed for 10,000 miles—two years. That's almost double the usual tire guarantee.

1,000% Increase in Two Years

The use of these tires has multiplied just ten-fold in two years. The great majority of electric car owners use them

### MOTZ Cushion Tires



### Easy-Riding Tires

Unlike common, hard, solid rubber tires, Motz Cushion Tires are easy-riding. On electric cars, they give the utmost comfort to the occupants and also protect the delicate mechanical parts of the car from bumps and jars. The double, notched treads (A in picture) prevent skidding and distribute the weight to the sides. The sides are undercut (see B), which allows free action of slantwise bridges (see C). These bridges are elastic. They give and yield like the air in a pneumatic tire. Note D in the picture, showing shock-absorbing qualities when tire runs over a stone.

Cost More Than Some Tires

Motz Cushion Tires contain more costly rubber than the ordinary pneu-

### Send for Book

Motz Cushion Tires can be easily applied to any standard clincher, universal quick-detachable or demountable rim. You'll regret it later if you buy an electric or buy tires for an electric

car, without first knowing these tires. Send a postal today for our latest book. Then see if you know any other tire that's nearly so dependable, so durable, so economical and so easy-riding. Remember, the right choice of tires more than doubles the pleasure of motoring. Send specifications—name of car, model, size of rims, etc. SALT LAKE HARDWARE CO. Distributors, SALT LAKE CITY. The Motz Tire and Rubber Company. Factories and Executive Offices AKRON, OHIO. Service Stations in All Principal Cities.

## GIJ TIRES

NOBBY  
TREAD



These two famous tires are in use on more cars than out the world than all other non-skid tires put together.

CHAIN  
TREAD



Distributed Through  
BERTRAM MOTOR SUPPLY CO.  
Salt Lake, Ogden, Boise, San Diego.

## Will Trade

20 acres of first-class land, near Green River, Utah. This land is free of all incumbrances, will soon be under ditch, and is adapted for fruit culture or general farming. Will trade for five-passenger touring car. In answering, state make, model, condition, equipment and where car can be seen. Address H-31, Tribune.

### "AIR-TITE"

### Auto Owners!

## THESE MEN

USE

## "AIR-TITE"

HON. WILLIAM SPRY	A. E. CARR
E. O. HOWARD	F. A. TIMBY
WALTER LEWIS	H. W. SERVICE
E. O. HEWLETT	J. U. ESINGER
J. G. MACDONALD	WALKER BROS. DELIVERY
DR. G. A. LIGHT	AUTOS
DR. JORGENSEN	J. U. PARKER
HOFFMAN BROS. LOAN &	CHARLES WHITE
TRUST CO. (Four Cars)	D. C. MINTYRE
F. L. COWAN	LEO JOHNSON
S. H. HENDERSHOT	CON. WAGON & MACHINE
H. J. DININNY	COMPANY

and many more.

ALL REPRESENTATIVE SALT LAKE OWNERS.

We PROVED to them that "Air-Tite" will automatically and instantly seal punctures! We can prove it to YOU. We will pay \$100.00 REWARD for every instance in which we cannot substantiate our claim that "Air-Tite" will seal punctures as stated and that it will prolong the life of tube and casing and can be interchanged without affecting its efficiency.

## CULVER & RICHARDSON STATE AGENTS

Capitol Garage, 123-125 South State Street, Salt Lake.

### "AIR-TITE"

### "AIR-TITE"

## Exclusive More Mileage advantages in Diamond Tires that cost no more

The greatest mileage at the least expense is what you most desire in a tire.

This is what we have demanded from our Chemists, our Engineers, our Tire Builders and factory experts—and here is their answer—

## Diamond (No Clinch) Tires

**Chemists:** Vitalized Rubber—pure, lusty, young rubber put through a process that toughens and makes it road-resisting, with no loss of life or elasticity.

**Engineers:** Perfect 3-Point Rim Contact, that prevents all forms of rim troubles, such as cutting against the rim and breaking above the bead.

**Tire Builders:** A No-Clinch more air-room tire, giving added resiliency and perfect balanced construction.

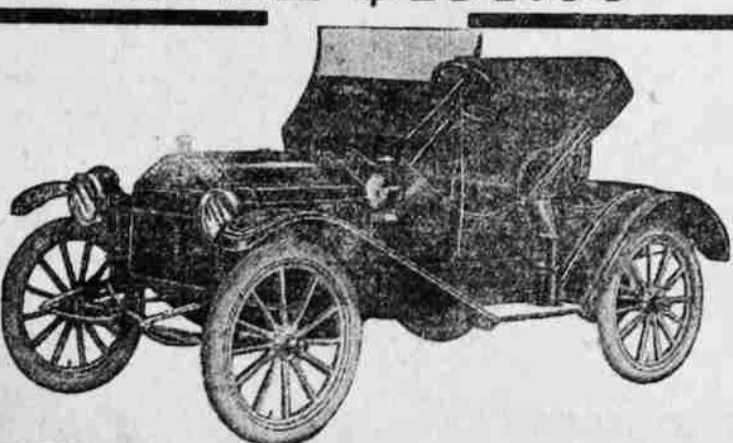
Then we protected the inner tube with a No-Pinch Safety Flap.

And, best of all, these exclusive Diamond advantages cost you no more. They insure liberal mileage and freedom from tire troubles.

So this time buy Diamond Vitalized Rubber Tires—you can get them to fit your rims from

## Diamond Dealers Everywhere

METZ \$495.00



Motor—4-cylinder, 34x4, enclosed valve, 23-h. p. Cooling—Thermos syphon. Ignition—Bosch high tension. Springs—Full elliptic. Speed—6 to 50 miles or higher. Weight—1100 pounds.

All the specifications of the big high priced cars and only costs \$495.00. Call and let us tell you about it.

SALT LAKE AUTO COMPANY  
162 EAST FIRST SOUTH. AGENTS WANTED.

here by W. W. Peek in a Midland car, from which the route derived its name. Peek was forced to skip through Price canyon. Nearly a year ago A. L. Westgard tried the route and walked through Price canyon, sending his car around by the way of Emma Park and Soldier canyon. The Pilot car of the Hoosier tourists came through on its own power and is therefore the first car over the route so long impassable.

That the route was completed and built is probably due to a telegram sent by the writer to A. L. Westgard at Denver, Colo., last fall. At that time Westgard was seeking an opening through western Colorado and eastern Utah. He wired here for information and was told he could not reach Salt Lake by way of Grand Junction in an automobile as the road was impassable. At the same time he was informed that he could reach Salt Lake by way of Vernal, Utah. Colorado influence turned Mr. Westgard to Grand Junction, and after trying vainly for two days to get into Utah, he gave it up and for the first time in his life found it impossible to proceed. Returning to Grand Junction he reported he was going back and came into Utah by way of Vernal, Utah. It was at this time the people of Grand Junction came to the front and forced Westgard through. It gave them a perpetual place on the Midland trail.

### Was Famous Trip.

Eleven cars and thirty men gave up their business and loaded their cars down with picks, shovels, rope and food, started on the famous trip to Salt Lake and brought Westgard through in twelve days. When Price, Utah, was reached, "The biggest little city on earth" joined hands with Grand Junction and helped complete the work started by the Colorado party. It gave Price a place on the Midland trail. This trip was followed by a long and strenuous campaign to open the Midland route. An organization known as the Midland Trail association was started at Grand Junction last fall. It grew in numbers, and through its work the state legislature was induced to appropriate \$35,000 to build the route. Nearly all of this money was spent in Price canyon with a little more on the route between Castledale and Green River, which route was not used.

Price again came to the front and raised money to construct a trail from Green River to Price north of the Denver & Rio Grande railroad. It is well that for the route laid out by the state highway commission would have been well nigh impassable for the tourists. With the opening of Price canyon the day before the tourists arrived and the splendid work done by Utah county on Spanish Fork canyon, the tourists were able to reach Salt Lake with only a single day's delay.

### Many Conflicting Reports.

For the past month conflicting reports have been sent out about the trail between rival towns along the route. One route proposed was into Salt Lake by way of Green River, Castledale and Salina canyon. In order to settle the question of which was the best route the writer in The Tribune Velle Pathfinder, accompanied by N. H. Bertram of the Bertram Motor Supply company, went east on this route to find its possibilities. At the same time President W. H. Ellison of the Midland Trail association and Harry E. Wright of the Wright Motor Car company, the Rambler car, left for the east over the Price canyon route. The latter party were unable to get through Price canyon and reached Price by the Emma Park route after an all day and all night struggle over bad roads. Two days later the canyon was open for travel.

The Tribune Velle Pathfinder reached Green River after three days' struggle by way of Salina and Castledale. At Salina Mayor Martin and A. J. Lewis acted as escorts and went through with the party to Green River. A day later a number of cars from Salina, Manti, Gunnison and Richfield went through the canyon and were joined at Castledale by others. The entire party went over to Green River to meet the cars of the route through Salina canyon. This party probably holds the distinction of working harder by showing a greater force of numbers to plead their cause than any other party that has joined the tourists since leaving Indianapolis. The road traveled by them is the designated state highway, but is now in bad condition. However, after a winter's rain has settled on the roads they will rival the Green River route to Price for transcontinental travel.

### Boosts Good Roads.

Now that the tourists have come and gone it is well to state that the trip did the better roads movement more good in the state of Utah through that section of the country between the state line and Provo than anything that has been done. The country people along the route are aroused and it is believed will continue the work of building roads. In Emery county already much work has been done and in and around Castledale some of the best roads of the state are already in use. The new road built by the state highway commission from Castledale to Green River should be good next year, but at the present time it is not nearly as good for an automobile as the road built by the Price people from Green River to Price. The state highway roads through Price canyon will, however, have to be wider before they are safe for auto travel. The Salina canyon route needs lots of work before it will be practical for travel. Teams and men are at work, however, and it will be improved as the season progresses.

Warm and cold salt water baths at Saltair. Fare 25c. (Advertisement.)